

BookletChart™

North Shore of Long Island Sound – Housatonic River and Milford Harbor **NOAA Chart 12370**

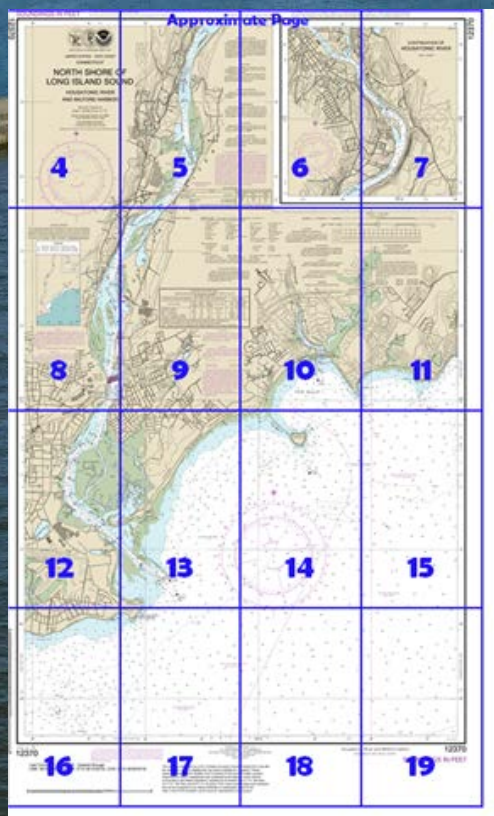


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

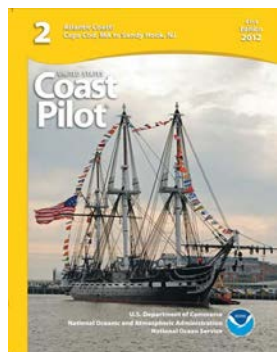
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12370>.



(Selected Excerpts from Coast Pilot)

Pond Point, about 5 miles southwestward of the New Haven Harbor entrance, has a rocky shoal with little depth over the greater part of it that extends about 0.3 mile southward. It is marked by a buoy. A prominent white mast is on the point.

Welches Point, 0.8 mile westward of Pond Point, forms the east side of the entrance of the Gulf. A reef extends 0.2 mile southward from the point and is marked by a buoy. Several scattered rocks extend

a southeasterly direction for about 0.5 mile from the buoy.

The Gulf, a bight between Welches Point and Charles Island, about 6.5 miles westward of New Haven Harbor entrance, affords anchorage in 6

to 15 feet and is sheltered in all but southerly and southeasterly winds. The entrance is clear. The shoaling is gradual, and soundings are the best guide on the northwest side of the bight; the western side of Welches Point and the reefs around Charles Island extending to the mainland should be approached with caution, as the shoaling is abrupt.

Milford Harbor, comprising the lower portion of the **Wepawaug River**, is entered at the mouth of the river between two jetties at the head of The Gulf. The westerly jetty extends southward from **Burns Point**, and the easterly jetty is marked by Milford Harbor Light 10. The harbor is used for recreational boating, and occasionally for the receipt of shellfish and fish. The National Marine Fisheries Service, U.S. Department of Commerce, maintains a laboratory and research vessel base on the west side of the harbor, about 0.2 mile northward of Burns Point.

A dredged channel leads from The Gulf through the jettied entrance to a point about 400 feet above the town wharf, 0.6 mile above Burns Point. In 2008, the controlling depths were 5.6 feet (6.7 feet at midchannel) to the Town Dock and 6.5 feet in the anchorage basin along the west side of the channel. The channel is marked by a light and lighted and unlighted buoys.

Small-craft facilities.—Milford Harbor has several small-craft facilities. (See the small-craft facilities tabulation on chart 12364 for services and supplies available.)

Charles Island, on the southwest side at the entrance to The Gulf, is low and partly covered with trees. The island is connected to the mainland by **The Bar**, a narrow neck about 0.5 mile long and surrounded by rocks awash and shoals. A buoy marks the end of a shoal that extends 250 yards east-northeastward from the island, and a lighted bell buoy marks the end of a rocky area that extends 0.4 mile southward from the island. Northward of Charles Island is a good anchorage in 10 to 16 feet, sheltered from southerly to southwesterly winds.

Between Charles Island and **Stratford Point**, about 3 miles southwestward, several summer resorts are along the shore and the Housatonic River empties into Long Island Sound just above the point. The shoals which extend southward from Stratford Point toward Stratford Shoal Light (see chart 12354) consist of narrow ridges of hard sand with deeper water between, and have oyster beds marked with stakes. Depths of 12 feet or less extend 1 mile offshore.

Stratford Point Light (41°09'07"N., 73°06'12"W.), 52 feet above the water, is shown from a white conical tower, with brown band midway of its height, from the southerly part of the point.

Housatonic River rises in the Berkshire Hills of western Massachusetts and Connecticut, and empties into Long Island Sound about 10 miles southwestward of the New Haven Harbor entrance. The river is joined by the nonnavigable **Naugatuck River** in the vicinity of Derby, CT. Housatonic River is navigable to a point about 1 mile above Shelton, CT, where it is closed by a power dam. The head of navigation for all practical purposes is at the towns of Derby and Shelton, 11.5 miles above the entrance. Small vessels can anchor in the river abreast of Stratford, where the channel has an available width of about 500 feet. Navigation above Devon is limited to recreational boating.

On the east side of the entrance to Housatonic River, a breakwater extends out from **Milford Point** across the bar and is marked at its south end by Housatonic River Breakwater Light 2A. The inner section of the breakwater is awash at high water.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston

Commander
1st CG District
Boston, MA

(617) 223-8555

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FEET

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

12370



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
CONNECTICUT

NORTH SHORE OF LONG ISLAND SOUND

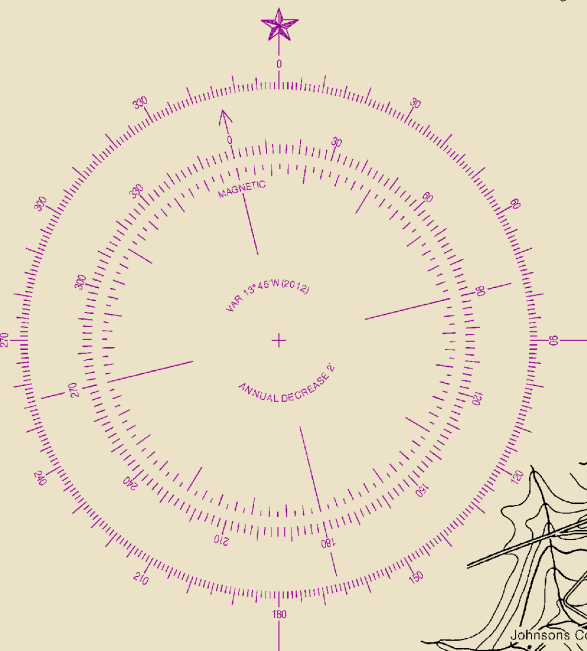
HOUSATONIC RIVER
AND MILFORD HARBOR

Mercator Projection
Scale 1:20,000 at Lat. 41°12'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

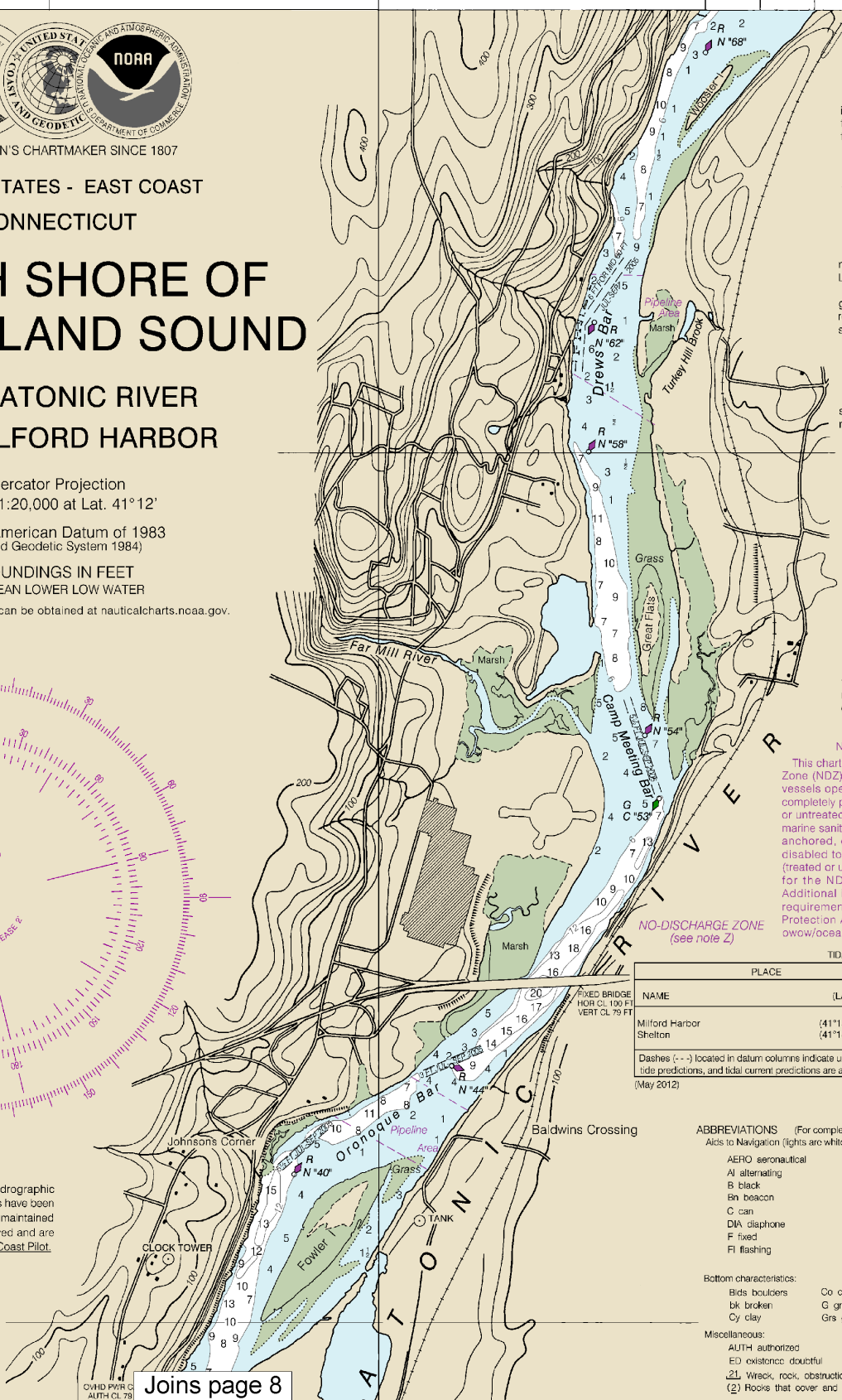


SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A 1990-2003 NOS Surveys full bottom coverage
B4 1930-1939 NOS Surveys partial bottom coverage
B5 Pre-1900 NOS Surveys partial bottom coverage



PLACE	NAME	LA
Milford Harbor		(41°13')
Shelton		(41°18')

Dashes (---) located in datum column indicate undetermined predictions, and tidal current predictions are available (May 2012)

ABBREVIATIONS

(For complete list see Chapter 1, United States Coast Pilot)

Aids to Navigation (lights are white)

AERO aeronautical
A1 alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
FI flashing

Bottom characteristics:
Bld boulders
bk broken
Cy clay

Miscellaneous:
AUTH authorized
ED existence doubtful
ZL wreck, rock, obstruction
(2) floors that cover end of

Joins page 8

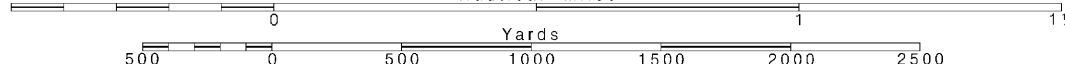
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



30° 20° 10° 73° 04' 50°

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.347" northward and 1.616" eastward to agree with this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.


AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140
(falls entirely within the limits of a No-Discharge Zone). Under the Clean Water Act, Section 312, all discharges within a No-Discharge Zone (NDZ) are prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed holding tank (MSD) that are navigating, moored, or docked within a NDZ must have the MSD open to prevent the overboard discharge of sewage (untreated) or install a holding tank. Regulations are contained in the U.S. Coast Pilot. Information concerning the regulations and charts may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/regs/regulatory/vessel_sewage/.

TIDE INFORMATION

LAT/LONG	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
43°N/073°03'W	6.9	6.6	0.2
43°N/073°04'W	7.6	7.2	0.2

Unavailable datum values for a tide station. Real-time water levels, available on the Internet from <http://tidesandcurrents.noaa.gov>.

See List of Symbols and Abbreviations, see Chart No. 1, to unless otherwise indicated:

G green	Mo morse code	R TR radio tower
IQ interrupted quick	N nun	Rt rotating
Is isophase	OBSC obscured	s seconds
LT HO lighthouse	OC occulting	SEC sector
M nautical mile	Or orange	St M statute miles
m minutes	Q quick	VQ very quick
MICRO TR microwave tower	R red	W white
Mkr marker	Ra Ref radar reflector	WHIS whistle
	R Bn radiobeacon	Y yellow

coral	gy grey	Oys oysters	so soft
gravel	h hard	Rk rock	Sh shells
grass	M mud	S sand	sy sticky

Obstr obstruction
PA position approximate
on, or shoal swept clear to the depth indicated.
uncover, with heights in feet above datum of soundings.

PD position doubtful
Rep reported

Subm submerged

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

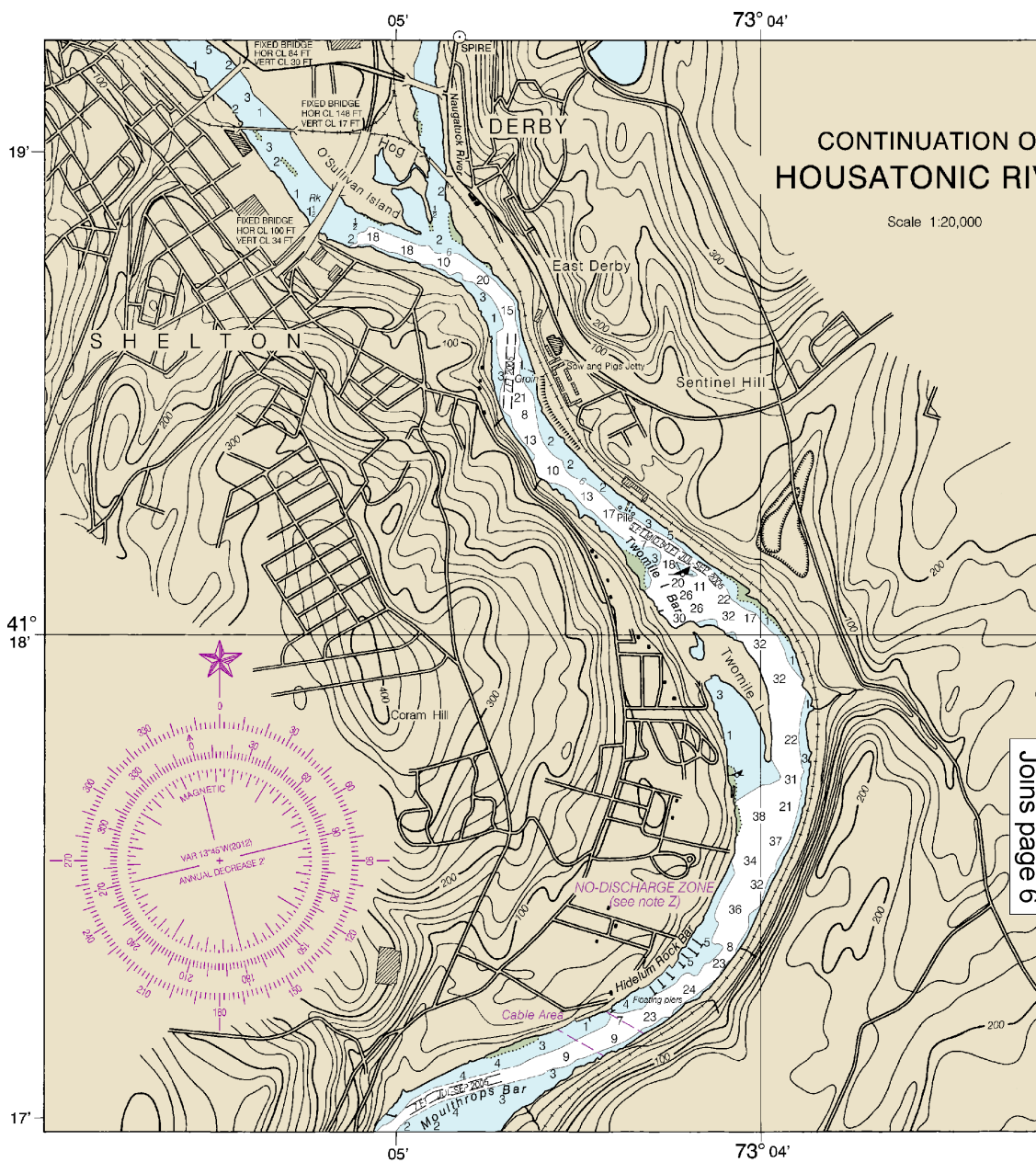
Improved channels

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73° 04'

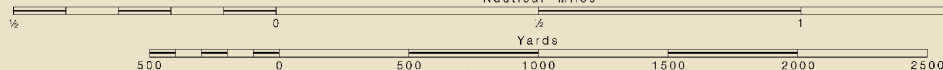
CONTINUATION OF HOUSATONIC RIVER

Scale 1:20,000



Joins page 6

SCALE 1:20,000
Nautical Miles



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

NOAA WEATHER RADIO BROADCASTS

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
CONNECTICUT

NORTH SHORE OF LONG ISLAND SOUND

HOUSATONIC RIVER
AND MILFORD HARBOR

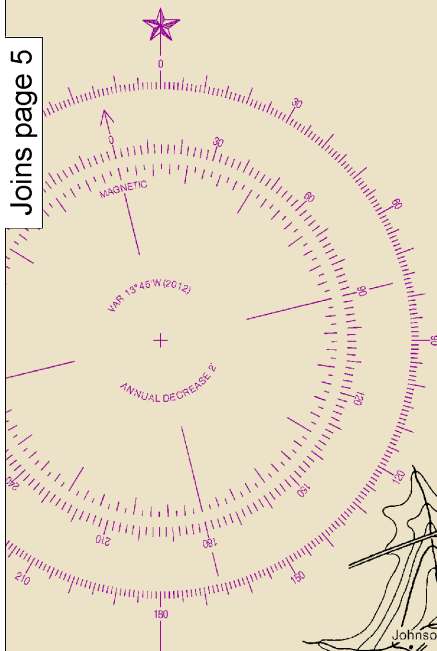
Mercator Projection
Scale 1:20,000 at Lat. 41°12'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

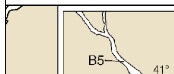
Additional information can be obtained at nauticalcharts.noaa.gov.

Joins page 5



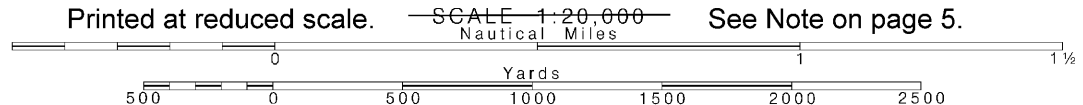
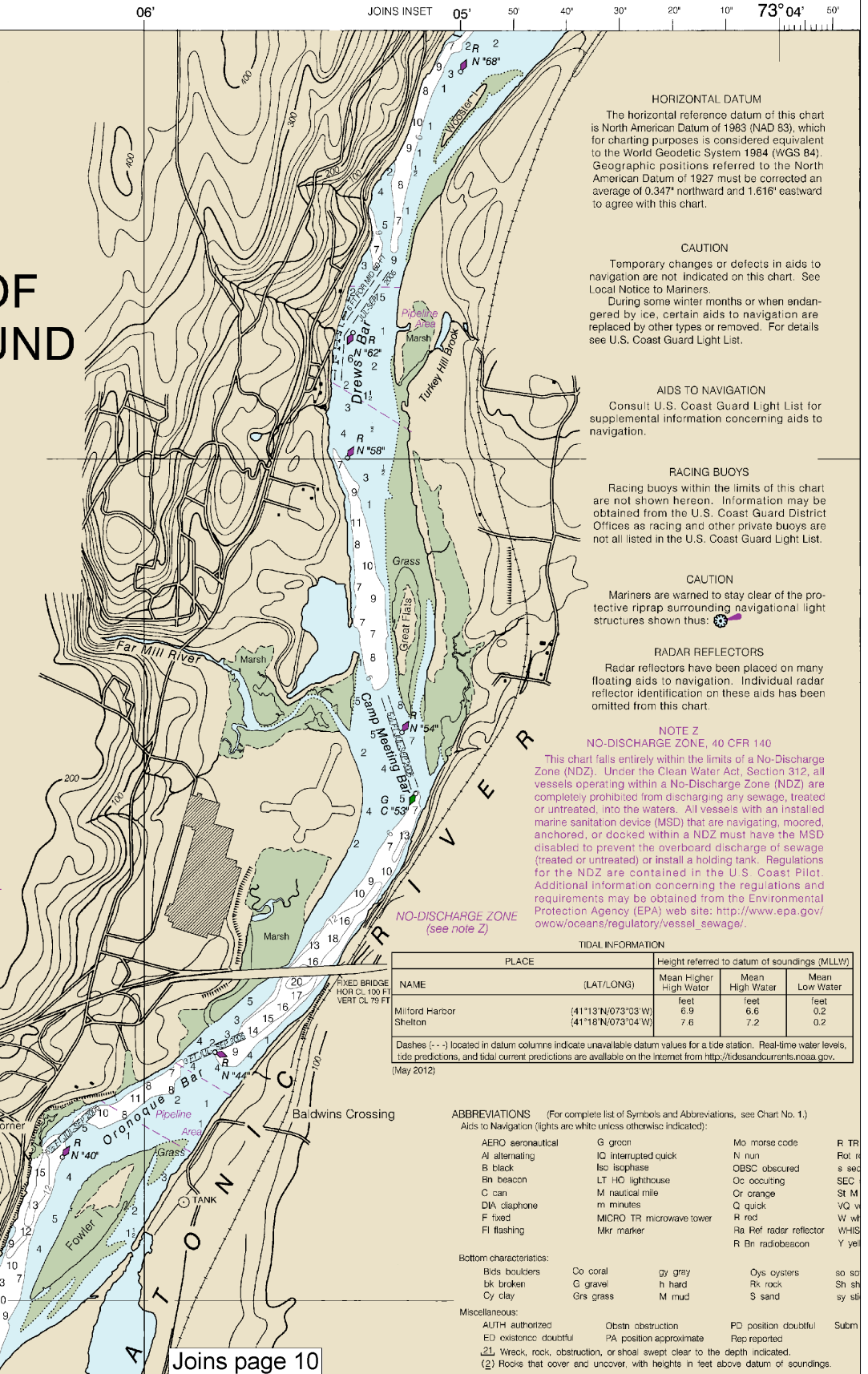
SOURCE
The limits of the most recent hydrographic surveys have been evaluated for charting. Surveys have been made and type of survey. Channels maintained inners are periodically resurveyed and are referred to Chapter 1, United States Coast Pilot.

SOURCE
Surveys full bottom coverage
Surveys partial bottom coverage
Surveys partial bottom coverage

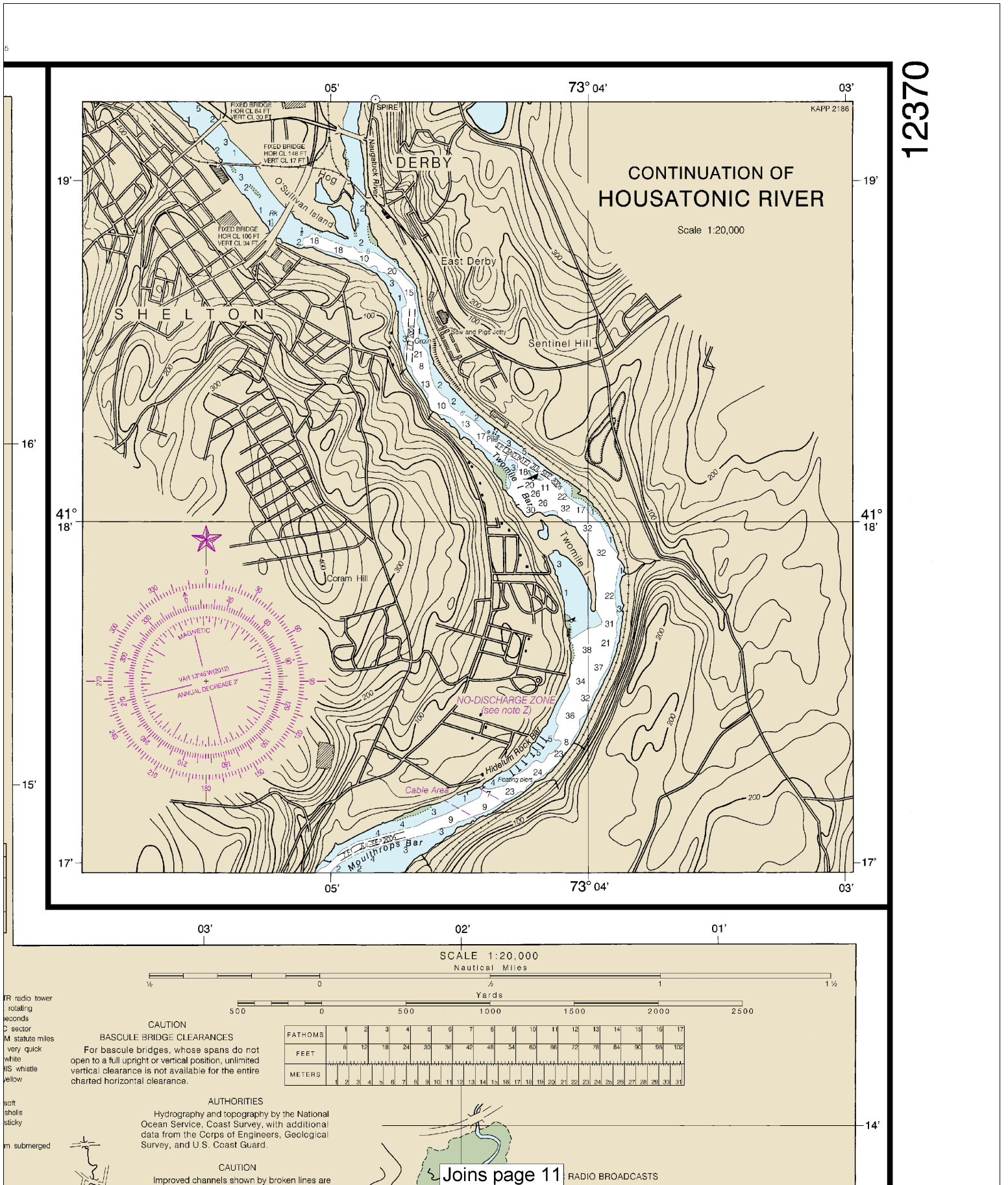


6

Note: Chart grid lines are aligned with true north.



See Note on page 5.



Joins page 4

Report all spill
stances to the Nat
1-800-424-8802 (tol
Coast Guard facility if
is impossible (33 CFR



NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

HOUSATONIC RIVER CHANNEL DEPTHS				
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT C AND SURVEYS TO DEC 2012				
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY
ENTRANCE TO BUOY 4	13.2	13.8	A14.5	10-11;12-12
BUOY 4 TO BUOY 12	A16.5	15.9	A15.0	10-11
BUOY 12 TO BUOY 21	A11.6	10.4	9.7	10-11;12-12
BUOY 21 TO US ROUTE 1 BRIDGE	8.2	8.2	11.4	10-11
US ROUTE 1 BRIDGE TO BUOY 29	B8.9	B10.3	B8.5	10-11

A. DEPTHS UP TO 3.0 FEET LESS THAN REPORTED EXIST WITHIN 20 FEET OF CHANNEL L
B. EXCEPT FOR SHOALING TO 4.0 FEET IN THE LAST 250 FEET OF THE CHANNEL
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE

WARNING

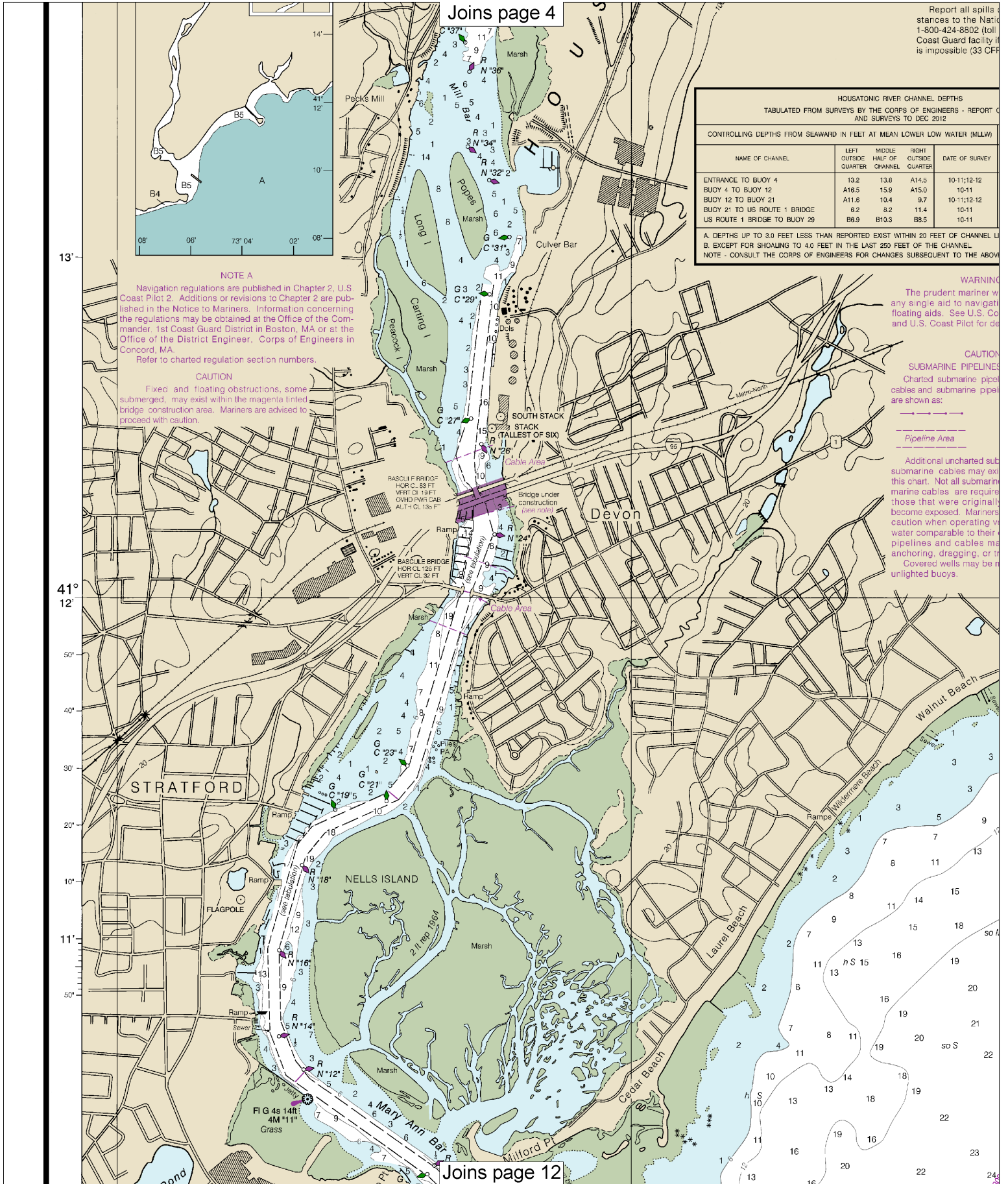
The prudent mariner w
any single aid to naviga
floating aids. See U.S. Co
and U.S. Coast Pilot for de

CAUTION

SUBMARINE PIPELINES
Charted submarine pipe
cables and submarine pipe
are shown as:

Pipeline Area

Additional uncharted sub
submarine cables may exi
this chart. Not all submar
marine cables are require
those that were original
become exposed. Mariners
caution when operating v
water comparable to their
pipelines and cables ma
anchoring, dragging, or t
Covered wells may be n
unlighted buoys.



Joins page 12

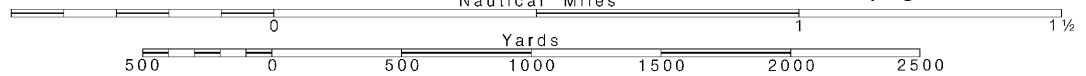
8

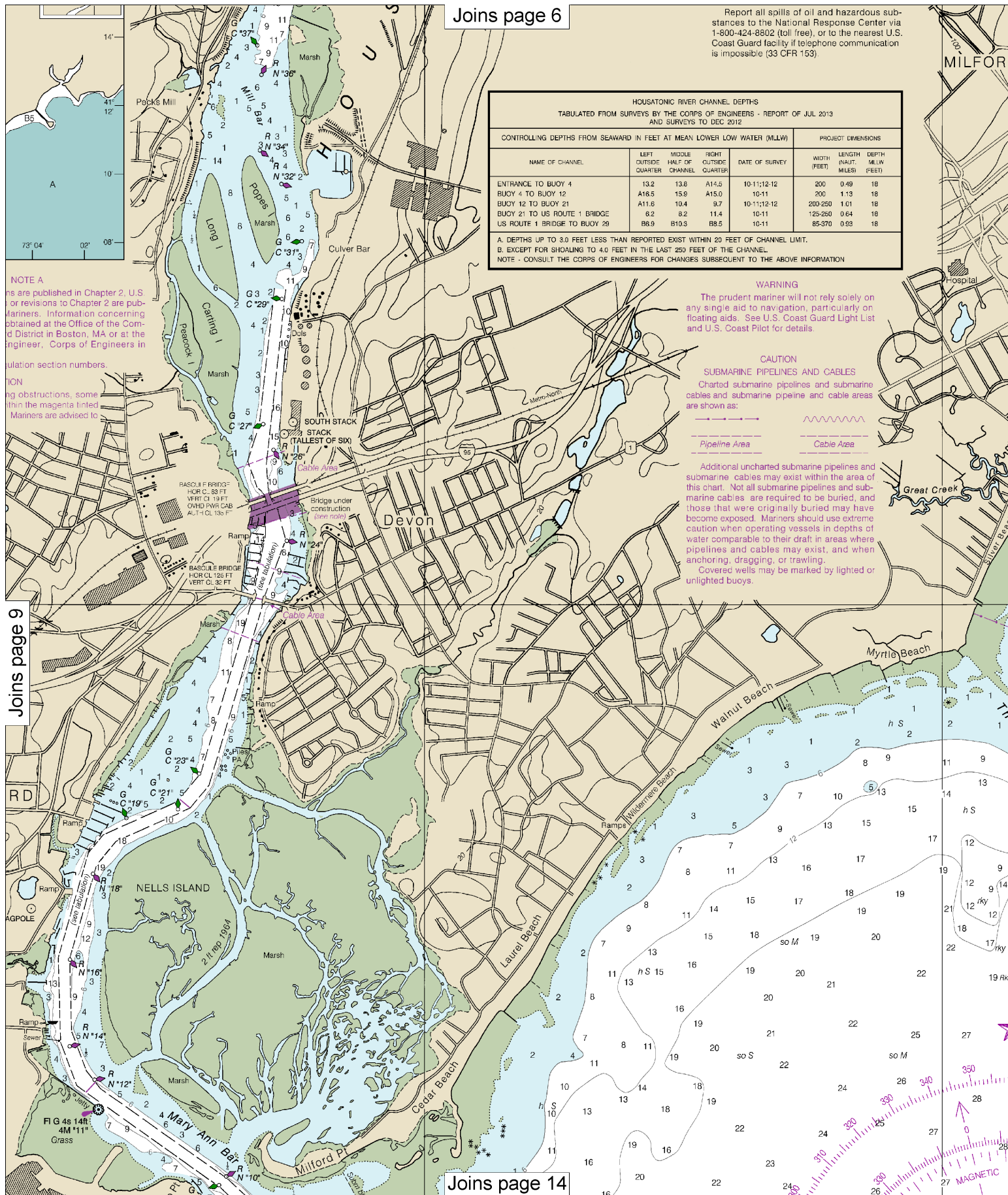
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





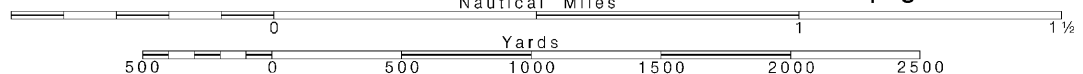
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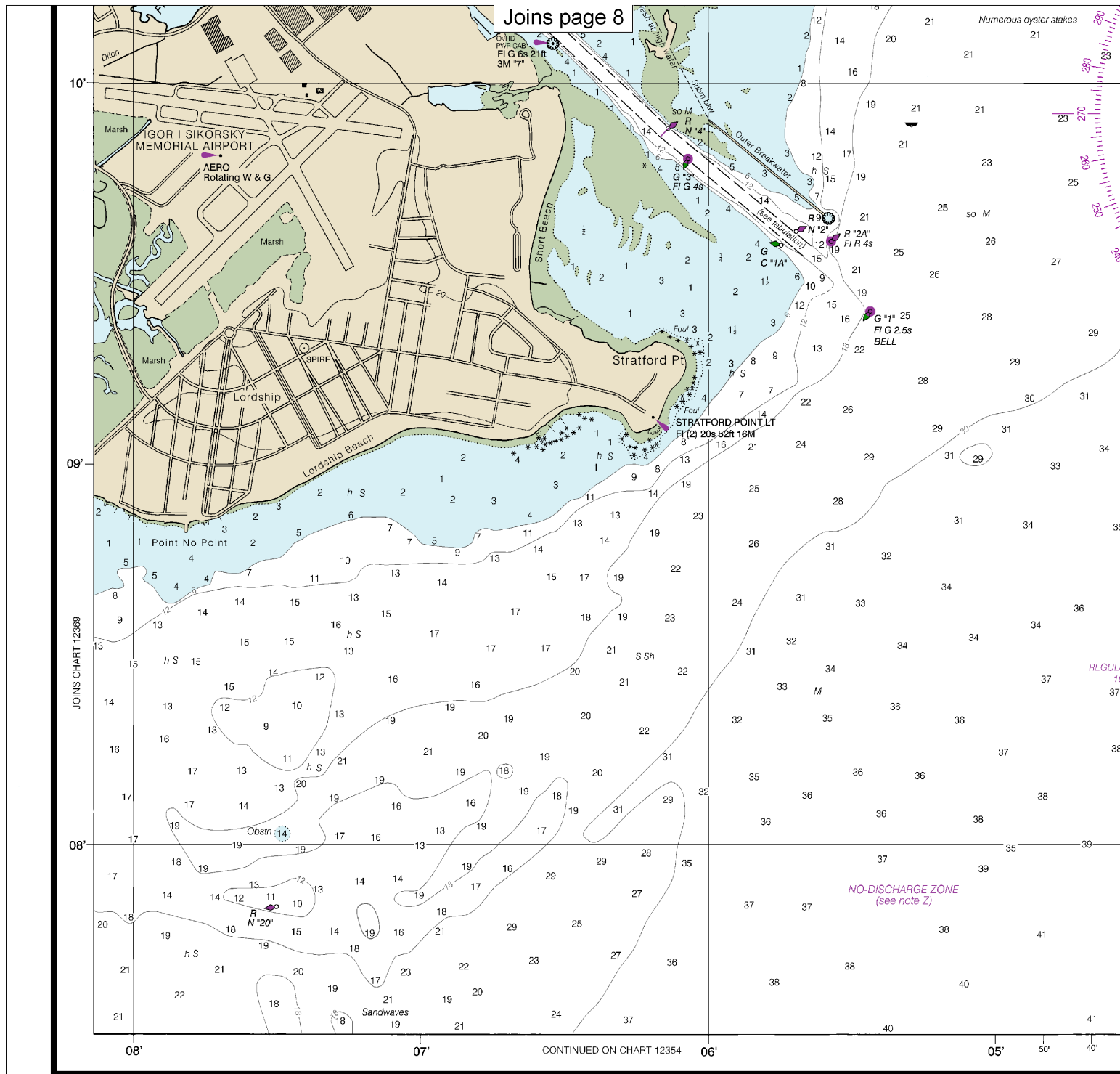
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

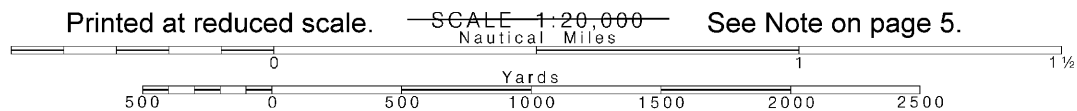
See Note on page 5.





12

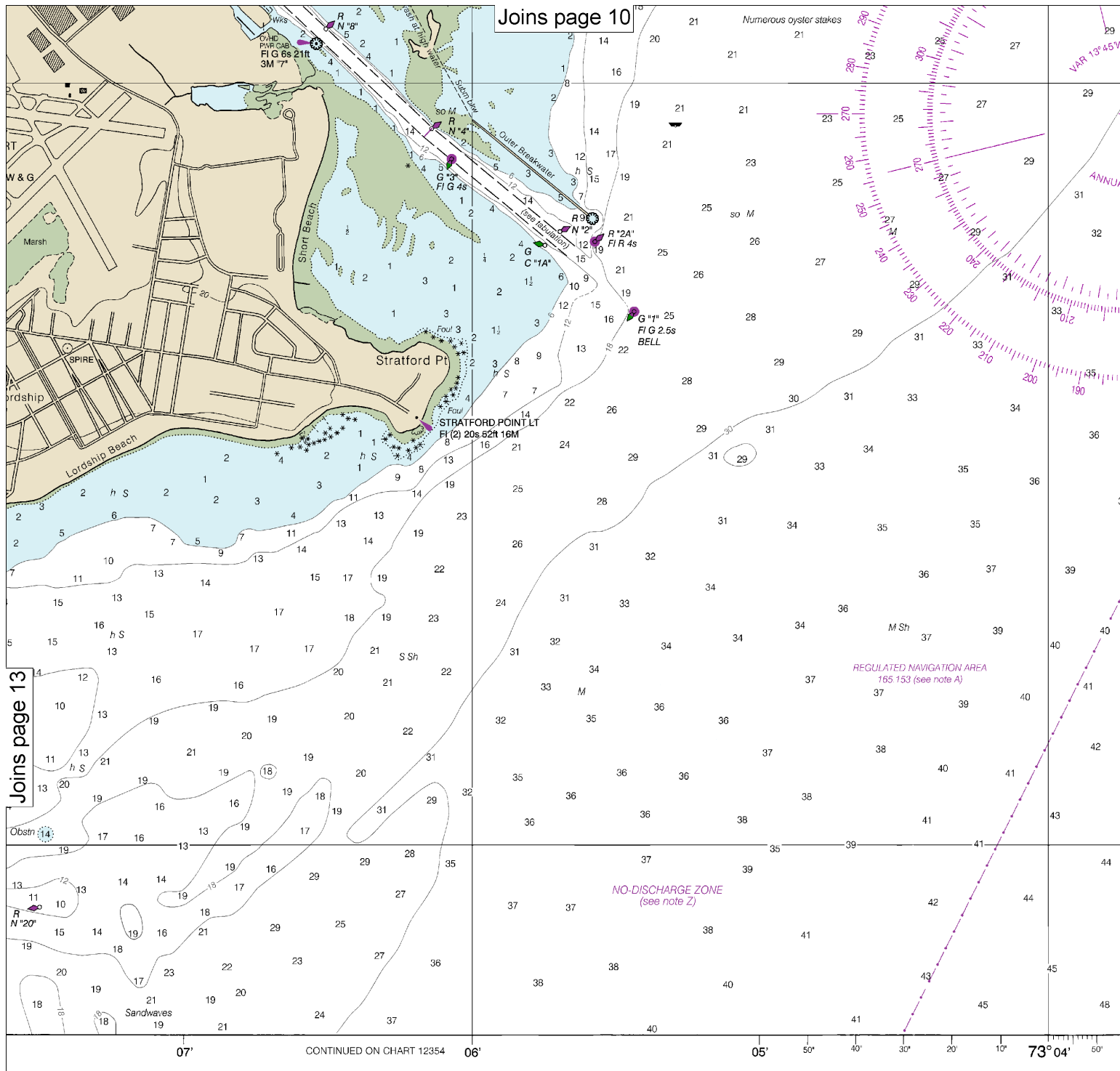
Note: Chart grid lines are aligned with true north.



Published at Washington, D.C.
DEPARTMENT OF COMMERCE
MARINE AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET - SCALE 1:20,000

13



CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

8/10/2015. Cleared through:
1/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

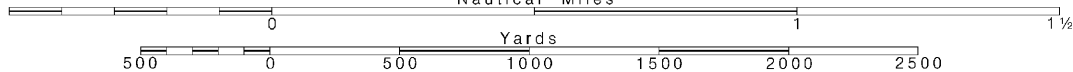
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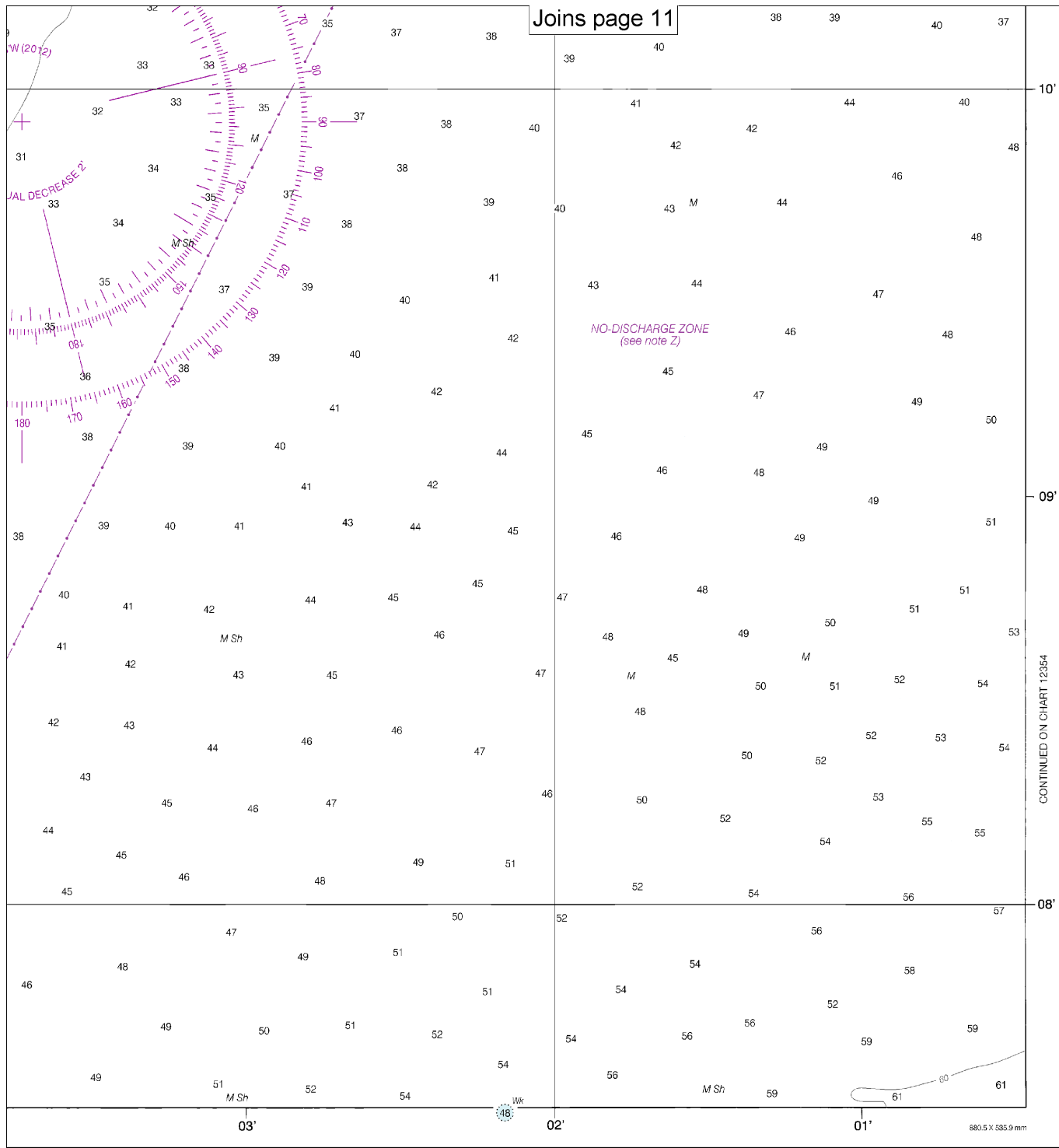
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





Housatonic River and Milford Harbor

SOUNDINGS IN FEET - SCALE 1:20,000

12370

SOUNDINGS IN FEET



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.